

CHARLES ASP,

gave the following public comment:

MR. ASP: Charles Asp, A-s-p, 4 Porter Horn Gap, Galena.

Has anybody done a projection on the increased truck traffic from the Dakotas through to Chicago, because of this it looks like something the truckers want and nobody else.

ANN HOLINGWORTH (phonetic),

gave the following public comment:

MR. HOLINGWORTH: My name is Ann Holingworth. My street address is 300 Park Avenue, Galena.

And I would like to say that a lot of fine work has gone into this project and I support Alternate 2. I have had a lot of interesting mishaps almost happen in my travels between Freeport and Galena. And I was in high school when this whole thing started in the '60s, so I'm hoping that I'll live to see it happen. I think it's very necessary to get traffic under control, especially around Galena.

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JIM SCHLICHTING,

gave the following public comment:

MR. SCHLICHTING: Jim Schlichting, S-c-h-l-i-c-h-t-i-n-g, and my wife Julie. We're from Stockton but we have land up north of Woodbine too. We're not directly involved but I have been looking for this all my life, that's why I'm speaking up, because I know there are people that will be talking to you that are against it and I think they just don't understand how bad we need it, and I was hoping it would start and get going. And I don't really want to make my suggestions because I'm not an engineer and I think, you know, they know what they are doing and I know they're -- also there's a big -- environmentalists have a lot of impact, so sometimes it may not be farmland might go and the expense of a pond or something, but I'm sure they considered all of that. So thank you, and I hope you get it done.

JAMES BOHO,

gave the following public comment:

MR. BOHO: My name is James Boho, B-o-h-o,

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and I wanted to address the environmental -- draft environmental impact statement as far as the Advisory Council's input. On September 6th when the Advisory Council met it was my recollection that they did choose South Simmons Mound and the Long Hollow, and I think it was an oversight because they had also in the morning session and in the afternoon session discussed the Devils Ladder Interchange and I think it was an oversight that the Devils Ladder Interchange was a major concern to the environmental group and the Advisory Council that that interchange get moved back east to the front door of the Galena Territory where the record is going to -- where the new road is going to pass over the old road. It was brought to our attention during the Advisory Council meeting on September 6th that there had been significant talks with the management of the Galena Territory and that everybody was onboard, and it's my recollection as being involved in the Council that that interchange did not receive any billing in the draft EIS, and as we're here tonight talking with many

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people who were on the Advisory Council and the work groups we are all realizing that that was not mentioned.

I would further like to add to IDOT about in reading the draft environmental impact statement there has been nothing that I've found in the impact statement about lighting, and during the Advisory Council again we had talked at the lighting issue and about down lighting and not up lighting, and again, I found nothing in the draft EIS about that.

TAG CHAPMAN (phonetic),

gave the following public comment:

MR. CHAPMAN: My name is Tag Chapman, and address is 5495 Route 20 West.

In Section BF, station about 1047, you've put in the new highway across my driveway and did away with it but you didn't give me a new driveway to my house. You showed a driveway on the map, which is not a driveway.

WILLIAM BARRICK,

gave the following public comment:

MR. BARRICK: My name is William Barrick, B-a-r-r-i-c-k. My address is 2862 South Irish

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Hollow Road, that's in Hanover, Illinois.

And I specifically came here today to understand how Highway 20 is integrated into the NAFTA super highway system, and after having conversations with several of the prominent Illinois Department of Transportation personnel it has come to my attention that they are also not aware of this being a primary NAFTA route. In the case that it is, it occurs to me and was agreed by those persons that the current Environmental Impact Study is not complete, as the impact of having such a dramatic portion of a super highway system through this environmentally sensitive area would require further study. As a citizen I would like to have that information made public and the projections of future traffic, including the current truck traffic that would use that system, to be made available to us so that we can further evaluate the impact of that highway through this area. I think that's it.

ESTHER LIEBERMAN,

gave the following public comment:

MS. LIEBERMAN: My name is Esther

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Lieberman, L-i-e-b-e-r-m-a-n, 1515 Hoppy Road, Elizabeth.

I started working on -- I became active in finding out more about the road nine years ago when it first started, when they first -- Glacier Shadow Pass literature came out. There were a lot of questions in my mind and I -- I got involved with the Freeway Watch Committee. We worked diligently to try to find a way not to destroy our area. We understand what this road is really about is people going through, it's not for us. We learned that more and more as time went on. We hired an engineer from the University of Wisconsin who's a professor there who worked with us over a long period of time to show how it could follow the present route to a large extent and not destroy the land. We had another group called New Alternatives come and we worked with them too. All in all, it's been a long road for us to defeat, you win.

MEL GRATTON,

gave the following public comment:

MR. GRATTON: My name is Mel Gratton, and I live at 7914 US Highway 20, Galena, Illinois.

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I would like to state that I have been involved in the Agricultural Advisory Committee for the last 10 years, and I realize the efforts have been put into this project by multitude of people and would like to express my support based on all the findings and information which have been developed by a lot of individuals and their input over the past many years.

I would like to also make some suggestions, and I talked to many of the engineers and officials from IDOT regarding the interchange at Devils Ladder, and I would like them to consider a new interchange at the intersection where the new highway would cross Old Highway 20 at Tippet Road, and if anyone would like to, you know, contact me regarding this they may do so, I'll put my phone number in here (815) 777-2871. I've worked with the County Planning Commission and we've looked at the different interchange alignments. I've also talked with the Galena Territory Association and I think all of us have concluded that the Tippet Road interchange

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would make sense for a lot of reasons, cost being one of them, elimination of adverse travel, some unintended consequences of travel on county and township roads which are not designed to handle the amount of traffic that may be directed toward them.

I know this isn't part of the -- this process but the present highway from Highway 20-84 interchange north of Galena to Dubuque had two lanes added to it back in the 1960s and the existing two lanes were the remnants of Old Highway 20 and they are in dire need of being upgraded along with the rest of this project if the new connecting highway is to serve the needs, so I hope the focus and the extent of Highway 20 improvements don't just end from Freeport to Galena but that they carry on those improvements eventually all the way to Dubuque. That's all. Thank you.

ED DuPLESSIS,

gave the following public comment:

MR. DuPLESSIS: My name is Ed DuPlessis, D-u, capital P-l-e-s-s-i-s, 153 North Rocky Hill Road, Galena, Illinois.

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My thoughts on this, I think that the presentation here is -- it's as much as anybody could expect to explain what is going on. The progress is progress and, you know, all the detail and these charts and everything is really well done to accommodate, you know, the residents of the area to explain to them, you know, fully -- fully, period, you know. How could -- how could a person expect anything more than what the State has done to explain this to the people of this area. So I'm very well pleased with it. With progress comes inconvenience and some of that inconvenience is going to be maybe a little bit more noise from the highway and be -- probably my guess maybe 33 percent more traffic on there once people realize and they can get out to Galena real fast, so traffic is going to be heavier but that's the way life is. You know, if -- I'll just mention this, if there's complaints in anything that has happened to the aesthetics of the land that we have is the radio towers they are putting up with their strobe lights that flash during the day, you can see them during

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the day, that is more upsetting than anything.

Putting a highway through like this is very much needed and we are way behind other areas in the country and this is long, long due -- overdue. And I'm glad to see it going through, get me back to Chicago quicker.

BONNIE GARRITY,

gave the following public comment:

MS. GARRITY: Bonnie Garrity, 16 Hawthorne Lane in Galena, Illinois.

I have two major concerns, the first is that there be no growth at the interchanges. Our JoDaviess County Comprehensive Plan calls for no growth in the countryside. The growth is supposed to take place contiguous to the cities and towns. So this is a county that does not want the urban sprawl associated with motels, restaurants and gas stations at the interchanges. So I respectfully request that IDOT prohibit all commercial development at all interchanges. This measure would not only help preserve the aesthetic and environmental health of our county, it also preserves the economic and social health of our community.

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My second concern is for light pollution. Your environmental impact statement is off by 45 percent when it talks about the visual impact of the highway before and after, because it does not show us the strew of the interchanges by night. If they are lit up that is 45 percent of how the highway looks, that is how it looks by night with the resulting increase in sky glow from the lift terrains, so I would respectfully insist that we'd be shown the interchanges and how they will look by night both before the highway is built and then after the highway is built with those interchanges presumably lit, we'd be shown and told the types of lights to be used, the amount of wattage of each, how many lights at each intersection, and that we be told how the sky in JoDaviess County will look before and after the highway goes in, showing us the view of the stars currently and how our view will be affected by the high roads. In other words, how many stars can we see typically now with the naked eye before the highway goes in and how many stars will be lost to our view after

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the highway goes in.

Also, I request to see studies that show that lights at the interchanges are actually needed, that they are safer than brightly painted yellow and white striped lane lines, that they are safer than reflectors on the surface of the road or on the posts beside the road. I'm not convinced from what I've seen so far that lighting intersections is the safest way to go. I request that all highway lighting be dark sky friendly, that the minimum wattage be used that will give us safe visibility if it is, in fact, proven that lighting is the safest way to go. And I request that IDOT agree to do all highway sign lighting only from above down, as many State Highway IDOTs are slowly converting their policies, that sign lights be mounted from the top and shown downward on the sign. Thank you.

TRUDY SALTENBERGER,

gave the following public comment:

MS. SALTENBERGER: Trudy Saltenberger, S-a-l-t-e-n-b-e-r-g-e-r, and I live at 7 Sugar Creek in the Galena Territory.

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I'm opposed to the expansion as it's proposed here and I wish they would build just another two-way road similar to the current Route 20.

KENNETH and SUSAN HAAS,

gave the following public comment:

MS. HAAS: Kenneth and Susan Haas, H-a-a-s.

MR. HAAS: 1961 South Apple River Road is our address, Elizabeth.

MS. HAAS: Our centennial farm is like a 296-acre farm, and it is cut basically in half with one part of land locked away from ours.

MR. HAAS: And it's on that 1500 --

MS. HAAS: 1500 they said.

MR. HAAS: -- over there on the board so you'd have an idea where you're looking at.

MS. HAAS: And we can't afford that much of our operation taken away from us.

MR. HAAS: I don't know, like 50 acres taken.

MS. HAAS: 55 acres will be taken, yeah. It's good cropland that they are taking.

MR. HAAS: Would be land locked.

MS. HAAS: And they suggest possibly an

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easement or, you know, trying to work --

MR. HAAS: The easement off of another owner Ambrosia.

MS. HAAS: Our second farm is not hurt as badly, just edges of it, but our third farm is cut in half again and is cut right through the bottom ground, the richest ground that we have. And it has a bridge on it and on the other side of the ground that's not a -- the bottom ground is pasture. Now, our cattle would have no way to get water they -- you know, it would be too difficult to go down under the bridge and up again, and to keep that all fenced off because it is river bottom.

MR. HAAS: He suggested maybe a cattle pass or something like that --

MS. HAAS: Yes, under it.

MR. HAAS: -- when they come and do more designing or whatever.

MS. HAAS: Also another cattle pass -- where was the other one, at 1420, what was that one?

MR. HAAS: That was it.

MS. HAAS: Okay. Where was the 1500?

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MR. HAAS: That's the home farm.

MS. HAAS: Oh, okay. Yes, and the home hill, even if we do get an easement there's also a possibility of doing an underpass or something there for our -- for our pasture and we'd have to negotiate whether we want one that we can put actually up through it, which they don't think they could do because it would be too expensive, the machinery to get up to that area. So I don't know what else to say, you know, our operation will be very, very badly hurt, extremely badly hurt, and our retirement will be basically shot because so much of the crop ground that we would rent out as retirement will be gone, you know.

MR. HAAS: May not be feasible.

MS. HAAS: Or may not be feasible to be used, so.

MR. HAAS: I guess that's it. We would like a detailed map between Woodbine and the Scales Mound blacktop, the detailed -- I think I got one one other time, but I don't know where it went. So where it shows the interchange in detail more, and I guess they'll

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mail that to that address.

LARRY STEVEN (phonetic),

gave the following public comment:

MR. STEVEN: Name's Larry Steven from Warren, Illinois.

And the problem I have with the road is there's no access from Stage Coach Trail. If they could take and come down like Header Lane or across the ridge from Stagecoach, hook it in by Mount Hope, it's pretty across -- on top of a hill there and this would give them access to that southern interchange then. Otherwise the people from the Scales Mound, Apple and Warren area are not going to have accessibility to it with trucks, they are still going to have to end up going through Galena, so I don't know if that would be part of this project or if that would be a county project, but that would be a solution to it. Otherwise, they can start building.

ROBERT DITTMAR,

gave the following public comment:

MR. DITTMAR: Robert Dittmar, D -- as in David -- i-t-t-m-a-r, 433 West Shaw Road, and

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that's Elizabeth.

I live in Section 12, Elizabeth Township, and the proposed Long Hollow Route, a four-lane, would be approximately three-quarters a mile south of me where I could sit on my deck and see the four-lane, and I'm 110 percent in favor of the four-lane. I don't care where it goes, we need it. There's been too many people killed on this highway in my 46 years of my life and I want to -- I want this highway bad to save lives. And even though it's going to affect me -- this route -- a little bit I don't care, we need some positive comments about this and we need it to save lives. Build it, please build it as fast as you can. I wish everybody thought that.

TERESA REGAN,

gave the following public comment:

MS. REGAN: Teresa Regan, R-e-g-a-n, 1353 Goose Hollow Road, Elizabeth.

I want to know what the study is for putting the lanes where -- instead of putting four-lanes, do like they did outside of Freeport and put sides on the roads, edges to

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the road like they did on the bypass in Freeport. It's a nice good safe road, nobody's going to obey the traffic laws anyhow with the speed limits. I would like to know why they don't even try to enforce the speed limits and it would be a lot cheaper. If they don't have enough police to do it why don't they simply put cameras up like they got in California, have cameras in all the billboards or something and send the people the tickets in the mail.

RICHARD and TANNA GOLD,

gave the following public comment:

MR. GOLD: Richard Gold, and this is Tanna.

I'd just like to express some concern and wish they'd take another look at putting an exchange on Stagecoach Trail. I think it would help people of that area and the City of Galena a lot if we could keep some of the truck traffic and old farm trailers, livestock trailers and whatnot, would have to go through Galena if they had a way to get on this new interchange.

ARMANDO VILLA,

gave the following public comment:

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MR. VILLA: I believe that the project US 20 the way they are planning to do it is a waste of money. We don't need to spend all this resources, which are over \$600 million, on a four new lanes. And I think it would be very damaging for the environment of JoDaviess County, the peacefulness and the beauty of the county. I think that it would be only necessary to build two more lanes somewhere parallel to the existing Route 20. That's all.

DANIEL SPROULE,

gave the following public comment:

MR. SPROULE: Daniel Sproule,
S-p-r-o-u-l-e.

My concern is that I want to continue to use my current access until the four-lane is in and then get onto the frontage road. Now, I've offered to even build partial of the frontage road or supply the rock for it or put in temporary lanes, remove the rock structure in between the dividing highways existing to make it safer until this time occurs and I'm not having a whole lot of luck right now, but the current resident engineer, Rake, has been

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working with me and he seems to be on the right page with me. I have been hoping we can work something out, but I need a little more help. And I mean, I own that piece there on the four-lane and all the way down to the river. I see they have it marked Hill now but that is actually owned by Mike -- Mike Sproule as well. I mean, we own a pretty good section in there. And every quarry in JoDaviess County is under agricultural zoning, which ours is too, and it seems like we're being the only one that's portioned as commercial. So I mean, it's kind of -- I need to get some help here to try to resolve this and just to keep my business open, because frankly if they cut me off I'll -- I will be out of business. I mean, I can't continue to operate that way. Address is 12567 West Norris Lane in Galena.

WILLIAM WADE,

gave the following public comment:

MR. WADE: William Frederick Wade, W-a-d-e, 7315 US Highway 20, Galena, Illinois, 61036.

And my questions are the following, first of all, I'd like to receive one of the plans

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for Station No. 930 through 1110. I would like to address the issue that there is no access shown to the southwestern portion of my property on which my house sits and therefore no accessibility of the house, the residence itself, and that residence number is 290. I guess that those are my major questions.

I'd like to be advised of any changes in the situation of the Devils Ladder Interchange or the location of the Devils Ladder Interchange.

MICHAEL SCHOLZ and DAVID JANSEN,
gave the following public comment:

MR. SCHOLZ: First name Michael, last name Scholz, S-c-h-o-l-z.

I just want to express a strong opinion that we feel that the exit should not be at Devils Ladder Road but instead should be at --

MR. JANSEN: Tippet Road, the interchange.

MR. SCHOLZ: -- the Tippet Road Interchange for the -- for the exit in that area. The reason for that is that gives more direct access to the Territory, to Eagle Ridge. Eagle Ridge is the largest employer in the

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county. Tourism is the largest tax base in the county. And make it more difficult for people to get to that area would not be good for the county or the economy or Eagle Ridge. Aside from economic issues it's the ease of access to the Territory for all of the Territory residents. Be much better to have the exit located on top of -- at the higher elevation rather than down below at the Devils Ladder location.

MR. JANSEN: David Jansen, I'm the manager at the Galena Territory Association, 2000 Territory Drive, Galena, Illinois.

I concur with changing the interchange for the Galena Territory from the Devils Ladder Interchange to the Tippet Road Interchange. The Advisory Group came to us and asked for our support of that change, we thought it made sense. A great deal of our membership and association, the homeowners, property owners, come from the Chicago and suburban areas. This would be an easy access for them. Going to the Devils Ladder Interchange would require people to drive beyond the Territory and turn around

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and then go up a steep hill to get to the Territory and it makes no sense. People leaving the Territory, whether they're guests of the region or membership, would find it easy to get on the interchange and head back home when their visit is completed. The Galena Territory represents about 25 percent of the assess evaluation of JoDavie County and has a growing permanent resident population. We think that for all these reasons, along with those mentioned by Mike Scholz from Eagle Ridge, that that change should be made. It was our understanding that that change had been made and we just received the printout of the map showing that Devils Ladder was reinstated. If you want to refer to the letter sent by the Association it should be on file, and also refer to positions taken by the Advisory group, which had asked us for their support.

MR. SCHOLZ: I just wanted to add that we have over 160,000 guest nights per year at Eagle Ridge and to make those people go out of their way to get to the Territory will be very counterproductive and, in fact, could be more

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of a danger than the more -- than the more direct route on Tapley Road.

CHARLICE OFFENHEISER,
gave the following public comment:

MS. OFFENHEISER: C-h-a-r-l-i-c-e, and my last name is Offenheiser, which is O-f-f -- as in french fries -- e-n-h-e-i-s-e-r. Address is 4380 South Derinda Road, Elizabeth.

And the part I like least of all is the Stockton Interchange and realigning Highway 78. It seems to me it would be much better to leave it where it is now and not cut down the whole section diagonally one way and then going up diagonally the other way. A big intersection, taking a big chunk of that does not seem to me to be efficient land use.

AL and BETH BIRD,
gave the following public comment:

MS. BIRD: Al and Beth Bird, 2660 Long Hollow.

Our farm is going to be bisected by Long Hollow Route and we have comments we want to make so they are recorded. First, we would like to see Highway 20 expanded, and we don't

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understand why they would be adding four more lanes through our farm and the rest of the farms along Long Hollow, which will create actually six lanes of highway in fairly close proximity in probably the most scenic lands in Northern Illinois.

And what was the other comment that we wanted to make?

MR. BIRD: That's basically it. The existing Highway 20 has been improved considerably from the lookout tower through Tapley Wood and then over to the territory entrance and it would seem to me two more lanes through there would be less disruptive to the countryside than four entirely new lanes in a different area.

MS. BIRD: Okay. Is that it?

MR. BIRD: I think that's it.

KARL JOHNSON,

gave the following public comment:

MR. JOHNSON: Karl Johnson, 202 South Main Street, Galena, Illinois.

We moved here in 1970, at which time we were supposed to have a four-lane by 1980. I

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don't care what alternate you use, just get it built.

ROBERT F. RAYMOND,

gave the following public comment:

MR. RAYMOND: Well, my name is Robert F. Raymond, just like the first name, R-a-y-m-o-n-d. I live at 10 Saddleback -- one word, Saddleback -- Road in the Galena Territory.

There have been a lot of people disappointed tonight with the selection of the Long Hollow route, and their objections have mostly to do with the part that is adjacent to the Galena Territory for reasons of noise and pollution and truck traffic and many others. The part that bothers me most is the inconvenient location of the Territory Interchange down there at Devils Ladder Road. I believe this location will complicate the entrance to the Territory for guests coming from either direction. I think it will reflect badly on the businesses that depend on that connection for visitors coming to conventions and seminars and golf tournaments, which is

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really the basic business of the Territory and it's the largest business and the largest employer in JoDaviess County. I have written a letter previously about this and attached 11 reasons why I thought the Territory interchange should be located near the intersection of the Long Hollow Freeway with Old US 20 near the north end of Tapley Woods where Tippet Road also comes into the -- also joins up with the other road -- main roads. There is enough -- and this is in the opinion of the engineers I have talked to tonight -- there is room enough to put the interchange in that general area, and it would then be a fairly flat run of about three-quarters of a mile to the Territory entrance, which is much preferred to coming up approximately 1.2 miles on a grade of some five percent from the Devils Ladder -- Devils Ladder Road intersection.

And secondly -- second thought, since much of the emotion listening to people from the area comes with respect to the Long Hollow Freeway segment from the Territory entrance to the east from -- from the Territory entrance to

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the Illinois 84 Extension Interchange, without elaborating on all the different reasons that people have for not liking that part of the selection, I was -- I have been looking at the map to see if it could not simply be bypassed by swinging away from the territory -- this would be on the Upper Irish Hollow Route, as it swings south away from the Territory entrance -- and proceed to about a half-mile beyond the southern most extension of Tapley Woods and then -- then swinging across to the east under the Old US 20 Highway, which would have an overpass at that point and at that point they go directly east and connect up with the Long Hollow Route at the Illinois 84 Extension Interchange. That to me solves everybody's problem except the environmentalists, who have already rejected that idea earlier and probably would not look for a way around their findings. So I'm only asking that IDOT should look for a way to parallel that idea averting the interference from the environmentally sensitive areas. I think there may be a way through that maze if anyone would take an opportunity to

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really look into it. That -- if that were possible then my first idea relating to the Territory interchange would -- could be converted into a different -- different approach whereby Old US 20 from the -- almost from the point where -- where the Upper Irish Hollow segment is used there could be exits and entrances from the freeway on the Old US 20, which would then become the entrance road to the Territory, and there would not be a need for a single interchange as such, because the purposes of the interchange would have been met piecemeal along that route of some two or three miles. I guess that's about it.

GERALD ARNOLD,

gave the following public comment:

MR. ARNOLD: My name is Gerald Arnold. I own a fertilizer plant in Woodbine, Illinois. My address is 3564 East Woodbine Road in Woodbine.

I'm here to try to hopefully make a suggestion on a change in Woodbine Road and Section BF, Station 1573. I'd like to propose leaving an underpass beneath US 20 to

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accommodate farm -- large enough for farm machinery and other traffic and leave East Woodbine Road open and not close it. There is an -- I understand there is a vertical alignment there of 25 feet which would -- should leave enough room enough for bridges underneath the new highway and with that clearance it should not interfere with the new proposed 20 -- Highway 20. If the -- and also I'd like to propose dropping the -- widening and changing the alignment of Ferren Road that brings Woodbine Road to -- to the new intersection that comes off of 20. This would save some money to help pay for those bridges and it would also take a lot of traffic off of the intersection going to 20. There's going to be a lot of traffic going into Woodbine and to the Woodbine Golf Course, and with all this farm machinery competing for this same space it's going to be a safety hazard, and if they left Woodbine Road open would eliminate a lot of safety problems and traffic problems with farm machinery competing with traffic going to Woodbine and the golf course.

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FLORIAN CHOLEWINSKIP,

gave the following public comment:

MR. CHOLEWINSKIP: The first name is Florian, F-l-o-r-i-a-n, Cholewinski, C-h-o-l-e-w-i-n-s-k-i-p. Address is 1478 Velteria Road, V-e-l-t-e-r-i-a, Elizabeth, mailing address, Elizabeth, Illinois 61028, but we are just outside of a town called Woodbine.

I wanted to make some comments. The location is Section BF, Sheet 4 of 5, Interchange 6B, known as the Woodbine Interchange. The map shows that Woodbine Road would come to an end, and I believe if at all possible it would be much safer to continue Woodbine Road, whether it be by way of a bridge or underpass or however it needs to be done. Main reason being that there -- there is a lot of farm traffic that goes down Woodbine Road and that would end up being on the new road which would create the same danger it presently exists on Route 20, that's slow farm machinery slowing down tourists, they get all kind of upset and pass in double yellow lines, on top of hills, any which way, which is the danger

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that you're trying to avoid on Route 20 by building this four-lane. You would subsequently put it to the access road, if there's any way possible. I believe an underpass or a bridge over to continue Woodbine Road would be very helpful, but mainly it would be very safe. That's all. I would also like a reply to my comment.

BOB and KATHY SCHILLE,

gave the following public comment:

MR. SCHILLE: My name is Bob Schille, I'm here with my wife Kathy Schille. We own the property that's located at 1201 South Scout Camp Road, Woodbine, Illinois.

The proposed freeway alignment significantly interferes with the access to our property. This issue had come up in 1995 and was addressed with an employee of the Burger Company -- Lewis Burger Company, his name was Kevin Cal. He came out in I believe it was 1995, met with us as we were building a home on this property -- on the property at this 1201 South Scout Camp Road address. He identified it being a concern that the roadway was not

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acknowledging the deficiency it was causing in the access to this property. The driveway access as it exists is the only access because of the severe cliff design of the -- or layout of the landscape --

MS. SCHILLE: Natural landscape.

MR. SCHILLE: -- the natural landscape.

Thank you, Kathy.

The suggestion that Mr. Cal had was that in that this whole design was at its infancy there was still a good deal of flexibility as to where that road was going to be placed. At that time he had told me, he said, let me get back to you, he said, I'm sure that we can move the road south far enough that it will not interfere with your driveway access. Okay. He did get back to me a few months later. We had spoken in the meantime. I kept calling to make sure that there was something being done about it, he assured me there was and indeed did get back to me a few months later and told me that the alignment had been moved south and to the extent that the right-of-way or the -- yeah, the right-of-way, the easement, the land that

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was going to be purchased by the -- by the State to do the road would encompass the Dittmer Barn that is on the south -- which is on the south side of this roadway. Okay. He said that he had spoken to Mr. Dittmer about it and that it wasn't going to affect him because he said, I am an 80-year-old farmer, I'm not farming anymore, I have very little use for the barn and that means you'll buy my barn, he said. And that's how I know that, in fact, this roadway was to encompass that barn. Okay. I then -- and I pursued it for approximately five years, from 1995 till 1992 or 1993 -- I'm sorry, from 1995 until about the year 2000 -- 1999 or 2000. Every time I had pursued it I got the same response from Mr. Cal, no, nothing has changed.

And I use as a benchmark the Dittmer Barn. He assured me that nothing had changed in that regard. Now, in the meantime Mr. Dittmer had passed away this past January, his property has been sold. I don't know if these people were notified of where this roadway was going to be, but I understand in the course of the last

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three years this roadway has moved back north again, again interfering with my access to the property.

The problem that we have is that if you look at the topography of this property where it's at -- and we're not talking about a flat stretch of land, we're talking about, as everybody knows, very, very, very hilly property here -- okay, with the bridge at the end of my driveway it's suggested by the engineers now that possibly my line of sight to the south would not be interrupted by the bridge because I'd be able to see underneath it and through it. The -- that may not be the case, and I don't mean to argue with engineers because I'm not one, but I will say that the property drop from the point of the end of my driveway to where the bridge is going to cross over Scout Camp the terrain drops off, Scout Camp drops down, then right after -- and the bridge is shown to be going right over Scout Camp at Scout Camp's lowest point. Right at that point that the bridge crosses Scout Camp then Scout Camp going to the south severely

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goes into a severe incline. If I'm looking through the bridge from the end of my driveway I would have a line of sight probably not much beyond the length of the -- the width of the bridge -- the width, not the length but the width of the bridge. I -- I was -- I agree I may have been remiss trusting in what was told to me as much as eight years ago, that I did follow it through for the last five years -- I mean, for the subsequent five years, but now in the last three I just said it's becoming very redundant for me to continue badgering the Burger people and the State as to where this roadway was going to be, because for five years I was told it was moved to the south and that, in fact, it was going to take the Dittmer Barn. Now I'm finding out as we are getting the -- to the point of completion of this project that, in fact, it didn't get moved or if it did get moved within the last three years it got moved back north again to interfere with my access. It's unfortunate, I -- I think the roadway is a great -- a great asset, it can be a great asset to the community and to the Western Illinois;

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however, I think we've got to be very careful with how we are all impacted. Again, my regrets that I did not stay right on top of this for the last three years, but I do think that having followed it through for the prior five years and trusting in everyone I was dealing with I thought that I -- I don't feel that I'm that remiss in having not been pursuing this for the last three. I appreciate this opportunity to vent. I do hope and expect that something will be done about this, and I -- I do hope for a response as soon as possible because at this point it's causing some severe mental anguish for both my wife and I who plan on retiring on this property.

(The public hearing was concluded at 7:21 p.m.)

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City of Freeport, Illinois

JAMES L. GITZ
MAYOR

230 W. Stephenson Street
Freeport, Illinois 61032
Telephone (815) 235-8200
Facsimile (815) 232-7925
mayorgitz@ci.freeport.il.us

June 25, 2003

Illinois Department of Transportation
Division of Highways
U.S. Route 20 (FAP 301)
JoDavies and Stephenson Counties
Environmental Impact Statement
Public Hearing Record

STATEMENT OF FREEPORT MAYOR JIM GITZ

Both as a mayor and a citizen, I strongly support the proposed 4-lane U.S. Route 20 between Freeport and Galena. I am also familiar with the contents and conclusions of the Environmental Impact Statement (EIS) documents. I was personally involved in the citizens' involvement process as Chairman of the Environmental Work Group and spokesperson for the Advisory Council for the project. Further, I am a native of Northwestern Illinois and a former State Senator for this District.

I am pleased to state for the record that not only has the Freeport City Council expressed formal support for construction of a new 4-lane highway between Freeport and Galena, but so has the Stephenson County Board and twenty (20) other cities and county boards throughout the region. (Copies of these resolutions are attached for submission into the record.) There is a reason why all of these governmental bodies are united in their support for a 4-lane U.S. Route 20.

The U.S. Route 20 project is important not only to the people of Freeport, but to the State of Illinois and every community located between I-90 in Rockford and I-35 in Iowa. U.S. 20 east of Freeport is already 4 lanes as is the segment between Galena and Dubuque, IA. Much of U.S. 20 through Iowa is already 4 lane. Accordingly, the 2-lane section between Freeport and Galena (47 miles long) constitutes the "missing link" in providing a safe, modern 4-lane link between I-90 in Rockford and I-35 in Iowa. The proposed 4-lane highway would enhance public

PUBLIC COMMENT)
REGARDING ILLINOIS DEPARTMENT) June 26, 2003
OF TRANSPORTATION US 20) Galena Convention
PROJECT) Center
Galena, Illinois

I, Callie S. Fleming, hereby certify that I am a Certified Shorthand Reporter of the State of Illinois; that I am the one who reported in shorthand the proceedings had or required to be kept in the above-entitled case; and that the above and foregoing is a full, true and complete transcript of my said shorthand notes so taken.

Dated at Ashton, Illinois, this 1st day of July, 2003.

Callie S. Fleming

Callie S. Fleming
Certified Shorthand Reporter
Registered Professional Reporter
IL License No. 084-004489
8991 South Prairie Road
Ashton, Illinois 61006



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safety and improve a sagging economy in Northwest Illinois which hovers close to 10% in unemployment.

The idea of constructing a 4-lane U.S. Route 20 between Freeport and Galena is not new. It has been an "on again, off again" issue for five (5) decades. In the 1960s, the State of Illinois proposed a new 4-lane highway along a northward route that ran close to Apple River and Scales Mound. For whatever the reason, the only segment constructed was the one between Dubuque and Galena. Over the last four (4) decades, traffic has continued to grow even though the area's population has been stable.

That traffic takes the form of both auto and truck traffic. Some of it is directed to Galena, one of the State of Illinois' most sought after tourist attractions outside of the City of Chicago. However, there is also a large increase in through traffic, including large semi-tractor trailer trucks that use U.S. Route 20. IDOT traffic studies indicate that Average Daily Traffic (ADT) along existing U.S. Route 20 more than doubled on most segments between 1965 and 1995. What would have been a boost to the region in 1965 has now become a critical need forty (40) years later.

IDOT's own traffic studies verify that most sections of U.S. Route 20 have annual increases in traffic approaching 5.5%. In other words, with each passing year, the present 2-lane highway becomes more congested, more dangerous and less serviceable. This situation not only imperils highway safety, but it compromises the economy of Northwestern Illinois.

It is important to underscore that the need for U.S. Route 20 is not merely a matter of traffic volume. The core issue is the highway, itself. The existing 2-lane U.S. Route 20 was built over an old stagecoach path in the late 1920s and early 1930s. Even with improvements to certain sections of the highway, it is still a menace to travel. 50% of the existing U.S. 20 fails to meet IDOT's current standards for a 65 mph design speed for rural highways. Portions of these sections have grades steeper than the maximum allowed for a roadway to remain in place (EIS, p. S-3). 2/3rds of the present highway between Freeport and Galena lacks legal passing zones.

In essence, the present U.S. Route 20 is a picturesque, but dangerous 2-lane highway with design deficiencies that compromise basic safety and commerce. It is also a highway with increasing traffic and no signs of decreased activity. At any given time, there are long lines of truck and auto traffic lumbering up and down hills and valleys because there are less than sixteen (16) miles of useable passing zones between Freeport and Galena. This has been the situation for decades -- even as highways with lesser volume have been built and/or upgraded in other areas of the State.